

DATE SUBMITTED 03/11/2020  
 SUBMITTED BY ACM  
 DATE ACTION REQUIRED 03/18/2020

COUNCIL ACTION (X)  
 PUBLIC HEARING REQUIRED ( )  
 RESOLUTION ( )  
 ORDINANCE 1<sup>ST</sup> READING ( )  
 ORDINANCE 2<sup>ND</sup> READING ( )  
 CITY CLERK'S INITIALS J

**IMPERIAL CITY COUNCIL  
 AGENDA ITEM**

SUBJECT: DISCUSSION/ACTION: CALEXICO PORT OF ENTRY PHASE 3

1. LETTER TO SENATE AND HOUSE REPRESENTATIVES REQUESTING SUPPORT OF THE \$99.7 MILLION DOLLAR FUNDING ALLOCATION FOR THE CALEXICO WEST PORT OF ENTRY PROJECT, PHASE 3

DEPARTMENT INVOLVED:

BACKGROUND/SUMMARY:

Phase 1 of the Calexico West Land Port of Entry (LPOE) reconfiguration and expansion project was completed in September of 2018 and consisted of new inspection lanes in both directions, a new command center for U.S. Customs and Border Protection, and a southbound bridge over the New River. Phase 2A construction work, which is expected to commence in the near future, will add additional inspection lanes, a northbound pre-primary inspection canopy, an additional secondary inspection canopy, and a parking structure. The final phase, Phase 2B will include the demolition of the existing port building and construction of a much-needed new and expanded pedestrian processing facility.

All told, the federal government has committed a significant amount of resources for the Calexico West port, including: \$12.4 million and \$9.4 million for site and design work in fiscal years 2007 and 2008, respectively; \$98 million in fiscal year 2015 for Phase I construction activities; and, \$191 million in fiscal year 2019 for Phase 2A construction. According to the General Services Administration (GSA), a remainder of \$99.7 million is needed to fund and complete the project, Phase 2B.

President Donald Trump included this project and appropriation to fully fund the final phase of the project in his proposed fiscal year 2021 budget earlier this year. It is vital that we inform and advocate for the funding of the local port of entry project. The enclosed letters articulate this message to both U.S. Senate and House of Representatives appropriators and our county's congressional delegation as Congress begins discussions of the fiscal year 2021 appropriations packages in an effort to secure funding for the completion of the project.

FISCAL IMPACT: None

ADMIN SERV  
INITIALS

KS

STAFF RECOMMENDATION:

DEPT. INITIALS

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MANAGER'S RECOMMENDATION: It is management's recommendation to issue a letter to our federal representatives in support of this project.

CITY  
MANAGER'S  
INITIALS

AB

MOTION:

SECONDED:  
 AYES:  
 NAYES:  
 ABSENT:

APPROVED ( ) REJECTED ( )  
 DISAPPROVED ( ) DEFERRED ( )  
 REFERRED TO:



## Calexico West Land Port of Entry

# fact sheet



### Location

200 East First Street  
Calexico, CA 92231

### Funding Status

Project Design - Fully Funded  
Phase 1 - Fully Funded  
Phase 2A - Fully Funded  
Phase 2B - Currently Unfunded

### Facility Size (Planned)

333,800 Gross Square Feet  
(Including Canopies)  
17.8 Acres (Project Area)

### Project Costs

Project Design  
& Land Acquisition - \$24 Million  
Phase 1 - \$98 Million  
Phase 2A - \$191 Million

### Project Phasing & Completion Schedule

- Phase 1: Southbound vehicle lanes and bridge, northbound vehicle inspection and operations building. Phase 1 was completed in September 2018.
- Phase 2A: Six additional northbound privately owned vehicle (POV) inspection lanes, permanent southbound POV inspection, expanded secondary inspection and adding a pre-primary canopy, new administration building, and employee parking structure
- Phase 2B: Old port building demolition and construction of new pedestrian building

### Project Overview

The Calexico Land Port of Entry (LPOE) is the main border crossing linking the important Imperial Valley agricultural industry to the State of Baja California. The port processes about 20,000 northbound vehicles and 12,500 northbound pedestrians daily. The port's pedestrian and vehicle inspection facility, built in 1974, could no longer accommodate modern traffic loads and security requirements.

To increase vehicle and pedestrian capacity and support the Department of Homeland Security's ability to conduct its rapidly changing mission, GSA is reconfiguring and expanding the existing port. The project involves the creation of new pedestrian and privately owned vehicle (POV) inspection facilities, expanding the port on the site of the former commercial inspection facility, whose operations moved to Calexico East in 1996. Primary POV inspection facilities will include 16 northbound lanes and five southbound lanes. There will be a new administrative space, a new administration building and 360 port staff parking spaces.

The project will be constructed in two phases. Phase 1 consisted of three southbound POV lanes and a southbound bridge over the New River, ten northbound POV inspection lanes with primary and secondary inspection canopies, booths and inspection equipment, a new operations building, and sitework to accommodate those facilities on the sloping site.

Phase 2 will be broken into two sub-phases (2A and 2B) to include additional sitework, demolition of the existing port building, a new pedestrian processing facility, administrative offices, five southbound POV inspection lanes with canopies and booths, and six additional northbound POV inspection lanes.

Once complete, the project will provide the port with adequate operational space, reduced traffic congestion, and a safe environment for port employees and visitors.

**Primary Tenants**

- U.S. Department of Homeland Security - Customs and Border Protection (CBP)
- U.S. Department of Homeland Security - Immigration and Customs Enforcement (ICE)

**Energy & Sustainability Requirements**

As a Design Excellence project, GSA is incorporating sustainable features aimed to minimize the port's overall environmental impact with energy savings of 25 percent. The project was designed in 2007 to meet the United States Green Building Council Leadership in Energy and Environmental Design (LEED®) criteria for a LEED Silver rating, and the final design incorporates the current requirement for LEED Gold.

**Architect**

Perkins+Will, Inc.

**Construction Management**

- Phase 1 - Jacobs Technology, Inc.
- Phase 2 - To be determined

**General Contractor**

- Phase 1 - Hensel Phelps Construction Company
- Phase 2A - To be determined
- Phase 2B - To be determined

